

THE OVERLAND CHINA MAIL  
(PUBLISHED EVERY  
MAIL DAY.)  
Contains the Week's News  
of Hongkong and the  
Far East.  
Price (including Postage) to any  
part of the world \$12.  
per annum.

# The China Mail.

ESTABLISHED 1845

AGENTS  
Orders for the "China Mail"  
and "Overland China Mail"  
may be made to our agents at  
the following ports:-  
Canton. PATEL & Co.  
Fookien. SHOOTER & Co.  
Shanghai. A. S. WATSON & Co.  
Yokohama. KERRY & WATSON, Ltd.  
Manila. A. S. WATSON & Co., Ltd.

No. 18537.

號二十月五年六十壹百九千壹英

HONGKONG, FRIDAY, MAY 12, 1916.

辰丙次歲年五國民華中

PRICE, \$3.00 Per Month

## THORNE'S OLD VAT No. 4. SCOTCH WHISKY.

SOLE AGENTS:  
**A. S. WATSON & Co. Ltd.**  
WINE & SPIRIT MERCHANTS,  
HONGKONG.  
TEL. 616.

### HONGKONG VOLUNTEER CORPS.

Corps Orders by Lieut.-Col. A. Chapman, V.D.

NOTICE.  
Engineer Co.—Details of duties as  
Lieutenant from 16th to 21st inst. have  
been posted on notice board at Head-  
quarters.

LEAVE.  
Pte. Louis Bennett is granted one  
year's leave of absence from the Colony  
with effect from 15th inst.  
Pte. H. Bates is granted one year's  
leave of absence from the Colony with  
effect from the 8th inst.  
Pte. Robinson is granted leave of  
absence from the Colony from 16th inst.  
to 15th June, 1916.

PARADES.  
Parades for Saturday, 13th inst.—  
7.00 a.m.—Signalling Section "A" and  
"B" Classes at Headquarters.

### PARADES FOR NEXT WEEK.

Monday, 15th inst.—  
7 to 8 a.m.—Signalling Section "C"  
Class at Headquarters.

Tuesday, 16th inst.—  
5.15 p.m.—Right Section M.G. Co.—  
Musket exercises at Headquarters.

5.15 p.m.—Left Section M.G. Co.—  
M.G. drill at Headquarters.

5.15 p.m.—Recruits of all units—Squad  
drill at Headquarters under Serjt. Major  
Higby.

5.15 p.m.—Stretchers Bearer Section—  
Instruction at Headquarters.

5.15 p.m.—Centre Section M.G. Co.—  
Infantry drill at Headquarters.

5.30 p.m.—Signalling Section "A"  
"B" and "C" Classes at Headquarters.

5.30 p.m.—Mounted Section H.K.V.C.  
drill on Polo ground under Staff Serjt.  
Talbot.

Wednesday, 17th inst.—  
7.00 a.m.—Signalling Section "C"  
Class at Headquarters.

5.15 p.m.—Civil Service Co. at Head-  
quarters.

5.00 p.m.—Scouts Co. No. 1 Section  
Squad drill and Skirmishing at Head-  
quarters.

Thursday, 18th inst.—  
5.30 p.m.—Recruits of all units (except  
Right Section M.G. Co.)—Squad drill at  
Headquarters under Serjt. Major Higby.

5.30 p.m.—Signalling Section "A"  
"B" and "C" Classes at Headquarters.

5.30 p.m.—Mounted Section H.K.V.C.  
drill on Polo ground under Staff Serjt.  
Talbot.

5.00 p.m.—Scouts Co. No. 2 Section—  
Squad drill and Skirmishing at Head-  
quarters.

Friday, 19th inst.—  
5.30 p.m.—Defaulters drill at Head-  
quarters under Co. Serjt. Major Wicheil.

5.30 p.m.—Recruits of Right Section  
M.G. Co.—Squad drill at Headquarters.

5.30 p.m.—Artillery Battery gun drill  
at Gun Club Hill. Serjt. Bradley will  
attend. Hongkong members will parade  
at 5 p.m. Star Ferry Wharf Hongkong  
and proceed to Gun Club Hill by 5.05  
p.m. ferry.

6.00 p.m.—Scouts Co. No. 3 Section—  
Squad drill and Skirmishing at Head-  
quarters.

Saturday, 20th inst.—  
7.00 a.m.—Signalling Section "A" and  
"B" Classes at Headquarters.

DETAIL.  
On duty to-night: No. 1 Section Art.  
Btry.

On duty to-morrow night: Left Section  
M.G. Co.

Next for duty: Right Section M.G. Co.  
Orderly Officer till 16th inst.: Lieut.  
Weall.



NOTICE.

ANY EUROPEAN, NON ASIATIC or  
INDIAN desiring to leave the  
Colony should apply in writing for per-  
mission to do so to the Captain Super-  
intendent of Police, at least 48 hours  
before the intended hour of departure,  
giving name, nationality, age, sex, height  
and occupation of the applicant, and  
stating the name of the steamer or other  
vessel or the hours of the train by which  
the applicant wishes to leave. Applicants  
should apply in person for their passes at  
the Central Police Station between the  
hours of 9 a.m. to 1 p.m. and 2 p.m. to  
4 p.m. daily.

### BUSINESS NOTICES.

**STEAM OR MOTOR VESSELS**  
6,000 Tons, 3,000 Horse Power now Built  
Steel Building (Work of every Description.  
Castings, Forgings, Repairs and Supplies.  
Prompt Attention and Shipment to Destination  
**W. S. BAILEY & Co., Ltd.**  
ENGINEERS and SHIPBUILDERS.  
KOWLOON BAY.



**SIR ROBERT BURNETT & CO'S  
OLD TOM AND DRY.**  
**A. S. WATSON & Co., Ltd.**  
WINE AND SPIRIT MERCHANTS,  
HONGKONG and CHINA.



ESTABLISHED A.D. 1841.  
Telephone No. 616.

**THE HONGKONG ROPE MANUFACTURING Co., Ltd.**  
Established 1883  
MANUFACTURERS OF

## PURE Manila ROPE

STRAND	CABLE LAID	4 STRAND
3" to 15"	5" to 15"	3" to 10"
CIRCUMFERENCE	CIRCUMFERENCE	CIRCUMFERENCE

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to

**Shewan Tomes & Co., General Managers.**

Hongkong, April 11, 1912.

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## "MUMEYA"

"While-you-wait" Photography.  
JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH  
APPARATUS AND MATERIALS WHICH CAN FINISH  
IN AN HOUR.  
PRICE 2.00 per 3 pcs. on Post Cards.  
No. 81 Queen's Road Central.  
TEL: No. 254.

**NORTH BRITISH & MERCANTILE  
INSURANCE CO.**  
IN WHICH ARE VESTED THE RESOURCES OF  
THE OCEAN MARINE INSURANCE  
COMPANY, LTD.,  
and  
THE RAILWAY PASSENGERS  
ASSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1914.  
£23,970,367.  
I.—Authorized Capital £8,000,000  
Subscribed Capital £4,500,000  
Paid-up Capital £2,437,500  
II.—Fire Funds £3,837,047  
III.—Life & Annuity Funds £17,567,580  
Sinking Fund Account £23,970,367

Revenue Fire Branch £2,381,456  
Life and Annuity £2,141,593  
Branches £2,141,593  
Revenue Marine Department £37,239  
Other Receipts £78,940  
£8,559,223

The Accumulative Funds of the various  
Branches are separately invested, and, by  
Act of Parliament, are set aside to meet  
the claims under the respective Depart-  
ments of the Company's Business.

SHEWAN, TOMES & CO.  
Agents

### FRENCH LESSONS

G. MOUSSON.  
15, Morrison Hill Road

**LEE YEE'S**  
HAIR DRESSING SALOON.

Electric Facial Massage with  
Massage Cream, Perfume,  
By

**EXPERIENCED HANDS**  
Novels, Magazines,  
Ladies' Fashion Books and  
Toilet Requisites.

12, D'Agular Street  
Hongkong, July 5, 1915

581

THE ALEXANDRA CAFE Cannot be  
beaten, if Equalled. For Bread  
Cakes, Confectionery, Meals with Wines &  
Liquors

### BUSINESS NOTICES.

**THE TAIKOO DOCKYARD AND  
ENGINEERING CO. OF  
HONGKONG, LTD.**  
TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-  
MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,  
ELECTRICAL AND MECHANICAL ENGINEERS.  
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE  
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers,  
Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34'  
Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS, taking vessels up to 3,000 tons displacement  
providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES  
throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—  
**JOHN L. THORNCROFT & CO., LTD.**

PETROL & KEROSENE MOTORS 7-1/2 to 150 H.P.  
As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,  
LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY  
DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.  
Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the  
Town Office.

**BUTTERFIELD & SWIRE,**

HONGKONG, CHINA AND JAPAN, AGENTS.

Telegraphic Address: "TAIKOODOCK." TELEPHONE No. 212.

## VICTORIA THEATRE

OF  
FRIDAY, 12th MAY, 1916.

A Great Sensational Week-end Programme.

THE MOST STARTLING FILM EVER EXHIBITED

## THE EXPLOITS OF ELAINE

3rd & 4th EPISODES.

Comedies—  
WIFFLES & HIS PAIR RELATIVES (Coloured),  
FATTY'S DEBUT (Keystone Comic),  
COL. HEZZA LIAR & THE GHOST.

Interesting—  
WHEN FLOWER LAND AWAKES IN JAPAN  
FATHER'S BRITISH GAZETTE (Coloured).

EXPLOITS OF ELAINE

EXPLOITS OF ELAINE

EXPLOITS OF ELAINE

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### BUSINESS NOTICES.

**GREEN ISLAND CEMENT CO., LTD.**  
**Portland Cement**

In Casks of 375 lbs. net.

to Bags of 250 lbs. net.

**Shewan, Tomes & Co**

GENERAL MANAGER.

## HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

### HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.  
FRIDAY, 12th MAY.

8 A.M. 'FATSHAN' 8 A.M. 'HEUNGSHAN'  
10 P.M. 'KINSHAN' 2 P.M. 'KINSHAN'

### SATURDAY, 13th MAY.

8 A.M. 'HONAM' 8 A.M. 'FATSHAN'  
10 P.M. 'KINSHAN' 5 P.M. 'HEUNGSHAN'

Single Fare by Night Steamer ..... \$ 5.00  
Return Fare by Night (available also for Return by day Steamer) 11.00  
Single Fare by Day Steamer ..... 5.00  
Return Fare by Day Steamer ..... 9.00

### HONGKONG-MACAO LINE.

S.S. 'TAI SHAN' Tons 2008 | S.S. 'SUI TAI' Tons 1651.  
HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf  
Sundays, at 9 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.

MAOAG TO HONGKONG.  
Week days at 7.30 A.M. and 2 P.M. Sundays at 7.30 A.M. and 3 P.M.

### EXCURSION TO MACAO.

SUNDAY, 14th MAY.

The Company's Steamship "TAISHAN."

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.  
and return from Macao at 3 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at  
7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street  
Wharf.

### CANTON-MACAO LINE.

S.S. 'SUI-AN'

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD. THE CHINA NAVIGATION CO., LTD.  
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

### CANTON-WUCHOW LINE.

S.S. 'SAINAM' 568 Tons, and S.S. 'NANNING' 469 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday  
and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the  
same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to  
Hongkong or vice versa by the Company's direct Steamers "LISTAN" and  
"SANTU". These vessels have superior cabin accommodation and are lighted  
throughout by electricity. Electric Fans in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.  
Further particulars may be obtained at the Office of the

**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.**  
HOTEL MANSIONS (First Floor)  
Opposite the Bank [Pier].

## ALEXANDRA CAFE.

We Serve the Best Tiffin or Dinner in Hongkong  
for \$1.00.

Roast Ready for the Table Hot or Cold Roast Turkey, Geese, Pheasants,  
Birds of Beef, Saddle of Mutton &c., Pork Sausages (own make) Game Pies,  
Pork Pies, Plum Puddings, Minced Meat, Minced Pies.

## Bournville

The 'COCOA de Luxe'

HIGHEST GRADE  
BRITISH MADE

"BOURNVILLE COCOA" represents the  
highest grade of nutritive cocoa at present on  
the market; it fully maintains its high reputa-  
tion in food value and delicacy of flavour, and  
is second to none in any respect whatsoever."  
Medical Magazine, March, 1912.

**CADBURY'S**

**CHOCOLATES**

In Tins and Fancy Boxes  
Specially Packed for Export

"FROM THE FACTORY IN A GARDEN" BOURNVILLE, ENG.

Hongkong Disp. 17, 1900.



## INTIMATIONS

THE HONGKONG ELECTRIC COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the TWENTY SEVENTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, 20, George Street, Hong Kong, on SATURDAY the 20th May, 1916, at 12 o'clock noon for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 29th February, 1916, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th May to the 24th May, both days inclusive.

By Order of the Board of Directors,  
GIBB LIVINGSTON & CO.,  
Secretaries.

Hongkong, May 2, 1916. 435

HONGKONG ELECTRIC COMPANY, LTD.

REDUCTION IN PRICE.

FROM 1st May, 1916, the price of current lighting and fans will be reduced to 10 cents per unit. Discounts will remain as before.

GIBB LIVINGSTON & CO.,  
Secretaries.

Hongkong, May 1, 1916. 436

THE CHINA BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTIETH YEARLY MEETING of SHAREHOLDERS of the above Company will be held at the Company's Office, 20, George Street, Hong Kong, at 11.30 AM on MONDAY the 22nd May, 1916, to receive a Statement of Accounts to the 31st December, 1915, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The Transfer Books of the Company will be closed from the 24th May to the 29th May, both days inclusive.

THE CHINA BORNEO CO., LTD.,  
W. G. DUFFY,  
General Manager.

Hongkong, May 3, 1916. 437

## "LITTLE WONDER"

5 inch RECORDS.

The MARVEL of The Musical World.

30-cents each, 4 for \$1.00 cash.

Where the River Shannon flows Tennyson's  
My Wild Irish Rose  
The old Folk at Home  
The Rosary  
O Promise Me  
The Next Dance One Step  
Stars and Stripes March  
Medley No. 5  
Gardens

ASK TO HEAR THE LATEST.

THE ANDERSON MUSIC CO., LTD.

6, Des Voeux Road. TEL. 1322.

## "A SCOUT IN FAIRYLAND"

"JOHN IN HONGKONG"

A local Fairy Story entirely produced in Hongkong, with topical illustrations for the benefit of War Charities.

ON SALE AT:-

Messrs. Wm. Powell, Ltd.,

Messrs. Wiseman, Ltd.,

Messrs. Kelly and Walker, Ltd.,

Messrs. Whiteway, Ltd.,

Laidlaw & Co., Ltd.,

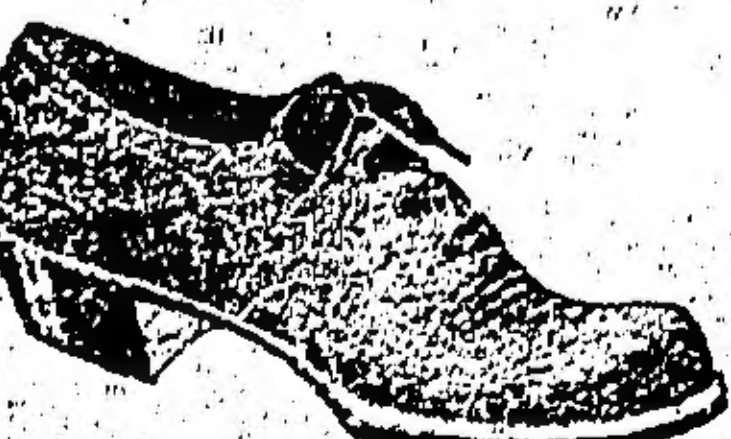
and The China Mail, Ltd.

Price 50 Cents.

## JAPANESE MAKERS

Every kind of Footwear

MADE TO ORDER



CHERRY & CO.,

YEDDER STREET,

Opposite Hongkong Hotel.

Telephone No. 491.

Hongkong, March 20, 1916.

FOR a good solid shoe, a la carte of Table d'Hôte, with Wine & Liquors of the best. ALEXANDRA CAFE.

## INTIMATIONS

"THE WISHING CAP"

A CHARMING OPERETTA will be performed by the Pupils of the Anglo-French School at St. Paul's Institute, Causeway Bay, on SATURDAY, May 13th, commencing at 3 p.m.

Admission: Adults \$1.00, Children 50 cents.

Hongkong, May 3, 1916. 432

## ORGAN RECITAL

MONDAY, May 15th at 5.30 p.m.

St. John's Cathedral

Vocalist:

Mrs. W. B. WALKER.

Hongkong, May 8, 1916. 434

## NOTICE.

Mrs. GAINES wishes to inform the Ladies of Hongkong that she is now offering a few Evening and Afternoon Gowns in lace, net and tulle at cost prices to clear. All this season's goods.

Alexandra Buildings,  
Hongkong, May 8, 1916. 434

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

FROM This Date and during the absence of the Underwritten from the Colony, Mr. C. H. P. HAY, will perform the duties of the General Manager of the Company and sign per procurement.

By Order of the Board of Directors,  
C. MONTAGUE EDE,  
General Manager.

Hongkong, May 8, 1916. 435

UNION INSURANCE SOCIETY OF CANSTON, LIMITED.

NOTICE.

FROM This Date and during the absence of the Underwritten from the Colony, Mr. C. H. P. HAY, will perform the duties of the General Manager of the Society and sign per procurement.

By Order of the Board,  
C. MONTAGUE EDE,  
General Manager.

Hongkong, May 8, 1916. 435

WOOLLENS, WORSTED, STUFFS AND COTTON TISSUES. BRADFORD (ENGLAND) MERCHANTS.

HAVING EXCELLENT CONNECTIONS WITH MANUFACTURERS, OFFER SERVICES AS BUYING AGENTS.

HIGHEST REFERENCES.

Apply "BRADFORD".

c/o China Publicity Bureau,

42 Great Russell Street,

London, W.C.1.

Hongkong, May 8, 1916. 435

ROYAL HONGKONG GOLF CLUB

"EARLY MORNING GOLF"

A BALL played on any portion of the Sand-Track, Grass Track, or in the Ditch on both sides of the fairway must be lifted and dropped in the fairway not nearer to the hole, under penalty of one stroke.

This Local Rule applies only to Early Morning Golf, and has been introduced to avoid annoyance to riders and ponies on the track.

Players are requested to keep their caddies off the hole when ponies are passing.

The above Local Rule is applicable to the Par Cup when played for in the early morning.

By Order of the COMMITTEE.

Hongkong, April 11, 1916. 438

SILIMPONON (SEBATTIE) COAL.

THE Undersigned having been appointed Agents for the COVIE HARBOUR COAL CO., LTD., are prepared to quote prices for best quality SILIMPONON COAL trimmed into Bunkers at SEBATTIE or SANDAKAN (British North Borneo).

SILIMPONON COAL compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Steamers calling at SEBATTIE or SANDAKAN exclusively for SILIMPONON COAL (either cargo or Bunkers) are exempt from payment of all Port charges.

At Sebatik Steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water spring tides.

Charters of Sebatik Bay (Sebatik Harbour), Prices and all other information concerning the Port can be had on application to the Agents.

BRADLEY & CO., LTD.,  
Agents Covie Harbour Coal Company, Limited.

Hongkong, Dec. 2, 1915. 1027

If you have lost your appetite, one of the big variety of dairy dishes at the ALEXANDRA CAFE is sure to tempt you.

## HIGHEST GRADE CIGARETTES and TOBACCO



Smokers of GARRICK SMOKING MIXTURE are always sure of a cool and refreshing smoke.

Acknowledged by the connoisseur to stand alone for purity and charm of flavour.

GARRICK CIGARETTES are always the same, always good, always satisfying.

They possess a most pleasant flavour and are unquestionably the finest Virginia Cigarette manufactured.



OBTAINABLE AT ALL LEADING TOBACCONISTS

AMERICA'S MERCHANT MARINE REQUIRES OFFICERS.

TEXT OF RESOLUTIONS.

PERFECT UNITY.

1. The representatives of the Allied Governments assembled in Paris on March 27 and 28, 1916, affirm the entire community of views and solidarity of the Allies.

They confirm all the measures taken to realize unity of action and unity of effort. By this they mean an object of military unity of action as assured by the agreement concluded between the General Staffs of the Allied Governments, the organization of which has been settled by the present Conference; and diplomatic unity of action which is guaranteed by their unshakable determination to pursue the struggle to the victory of their common cause.

ECONOMIC SOLIDARITY.

2. The Allied Governments decide to put into practice in the economic domain their solidarity of views and interests. They charge the economic conference which will be shortly held in Paris to propose to them measures adapted to realize this solidarity.

PAINTS AND BLOCKADE COMMITTEE.

3. With a view to strengthening, coordinating and unifying the economic action to be exercised in order to prevent supplies from reaching the enemy, the Conference decides to establish in Paris a permanent Committee upon which all the Allies will be represented.

TO CONTROL SHIPPING AND FREIGHTS.

4. The Conference decides (a) to continue the organization begun in London of a central bureau of freight; (b) to take common action, with the shortest possible delay, with a view to discovering the practical methods to be employed for equitably distributing between the Allied nations the burdens resulting from maritime transport and for putting a stop to the rise in freight rates.

SPIRIT OF THE NATION.

POST LAUREATE AND FIGHT FOR RIGHT MOVEMENT.

The Post Laureate presided at a meeting organized at the Queen's Hall recently by the "Fight for Right Movement."

The salvation and the safety of a country depended on the spirit of its people, said Mr. Bridges, and the danger was that the spirit might go wrong, might be blinded by passion, led astray by self-interest, drowsed by self-security, bewildered for want of reason and wisdom and sound sense.

The aim of that movement was not to create a national spirit, for we had that already, but to inspire, steadily and courageously that national spirit. Its aim was to organize the non-combatants into a spiritual force as determined on victory and as united in purpose as our Army and Navy, so that when they returned home they might find something to join hands with them, in securing that the country should obtain its reward for these years of sorrow and misery and convert them into an historic glory.

It means old clothes," said Miss Evelyn Underhill, speaking principally to women of the part to be played by those at home. "It means taking an interest in soap and soda, fighting our country's battle in front of every shop which we would like to enter and inside every shop which we have to enter. It means that faith, hope and charity have now become national, as well as theological, virtues."

PARTICULARS OF THE "JACK JOHNSON."

Details relative to the famous German 42-centimetre 16.5-in. howitzer are given by the "New York World," and quoted by the "Daily Express," as follows:-

Weight of gun ..... 37,450 tons

Weight of platform ..... 411 tons

Length of barrel ..... 310 ft. 6 in.

Weight of shell ..... 885 lbs.

Length of shell ..... 41 ft. 2 in.

Number of parts in gun ..... 172

Railway cars to transport it ..... 224

Depth of foundation ..... 28 ft.

Casualties at Liege, from first shot, 1,700

Casualties from second shot, 2,300

Naimur and Mauthagen held out 22 shots

Fort Spier, Huy, held out 1 shot

Putting up gun takes 25-26 hours

Adjustment of range ..... 6 hours

Gau fired from ..... 300 yards

All windows broken within radius of 2 1/2 miles

Each shot costs ..... £224

To serve gun it takes ..... 200 men

The gun crew proper wear protectors over their mouths, eyes, and ears, and lie on their stomachs to keep from being injured by the shock of the discharge. The entire gun emplacement is mined, and the engineer in charge is sworn to blow up the gun if it is in any danger of capture.

## COUGHING INTO CONSUMPTION

"Only a Cough" but you stop it while it is ONLY a cough.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

The finest preparation made for combating severe coughs. CURES any cough that is only a cough. Very palatable. OF ALL CHEMISTS.

Prices, \$1.25 and \$2.25.

## INTIMATIONS



## YOUR EYES

SHOULD NOT BE NEGLECTED. At the first symptom of eye strain you should consult us. We test eyes scientifically and fit glasses to individual requirements.

LARK & CO. SCIENTIFIC OPTICIANS. 170 BLDG. CHATER RD. HONGKONG

HONGKONG & MANILA

MITSU BISHI GOSHI KWAISHA (MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA, OCHI, MUTABE, YOSHINOTANI, KISHIDA, HOJO, KANADA, NAKAMURA, SATO, SHINNEW and KAMİYAMADA Collieries.

AGENTS for SAKITO, & OYUBARI COALS.

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IRON STEEL METAL AND HARDWARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Cokes Importers. General Storekeepers and Shipchandler. Nos. 35 and 37, HING LING STREET, (East Street, west of Central Market) Telephone No. 515.

Hongkong, September 4, 1915.

## KOWLOON-CANTON RAILWAY.

### TIME TABLE.

OUT

Kowloon	6.50	7.05	7.20	7.35	7.50	8.05	8.20	8.35
Hong Kong	6.54	7.09	7.24	7.39	7.54	8.09	8.24	8.39
Tai Ma Ti	7.00	7.15	7.30	7.45	7.60	7.75	7.90	8.05
Sai Ma Ti	7.11	7.26	7.41	7.56	8.11	8.26	8.41	8.56
Tai Po	7.23	7.38	7.53	8.08	8.23	8.38	8.53	9.08
Tai Po Market	7.27	7.42	7.57	8.12	8.27	8.42	8.57	9.12
Tai Po Station	7.31	7.46	7.61	7.76	7.91	8.06	8.21	8.36
Shing Shui	7.40	7.55	8.10	8.25	8.40	8.55	9.10	9.25
Shum Shue	7.45	8.00	8.15	8.30	8.45	8.60	8.75	8.90
Canton	7.52	8.07	8.22	8.37	8.52	9.07	9.22	9.37

Sha Tin Kok Branch.

OUT

Sha Tin	Dep.	6.05	6.20	6.35	6.50
Sha Tin Kok	Arr.	7.00	7.15	7.30	7.45

Saturdays excepted. Saturdays only.

Will stop at Shing Shui or Tai Po on non-stop trains going to the Coast at Kowloon.

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ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two shipways and can accommodate any craft of 200 feet long.

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Estimates furnished on application.

WONG PING WA, Manager.

Hongkong, April 1, 1912.

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With LEA & PERRINS' Sauce, a few drops only are necessary to give a delicious and appetizing flavour to the plainest dish.

A far larger quantity of cheaper sauce fails to give the same satisfaction.

Observe the signature thus:—

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#### PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on

**TUESDAY,**

the 16th May, 1916, commencing at 2.30 p.m., at the Sales Rooms, No. 5, Des Vaux Road, Corner of Ice House Street.

A QUANTITY OF  
**VALUABLE TEAKWOOD AND BLACKWOOD FURNITURE, CARPETS, RUGS, &c.**

As follows:—  
Four Large Carpets, Upholstered Suites, Arm-chairs and Sofas, Card Tables, Bedroom Furniture, Brass Bedstead, Double Brass-mounted Bedsteads, Dining-tables, Dinner Wagon, Extension Sideboard, Chairs, Tea and Occasional Tables, etc., etc., Dinner, Tea and Coffee Services, Crockery, Glass Ware including "Cut-glass," Cooking Stoves, Cutlery, Toilet Sets, Ice Chests, etc., Bath Room Utensils, etc., including a quantity of Good Electro Plate.

Also  
2 Fined Electric Heating Lamps, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, Pictures, Engravings, and a few Oil Paintings, Bath Tubs, American Ice Chest, etc., etc.

A few lots of Brass Vases, Flower Pots, (Full Particulars from Catalogue.)  
TERMS:—Cash.

**HUGHES & HOUGH,**  
Auctioneers.

Hongkong, May 10, 1916. 639

#### FOR SALE

#### FOR SALE

THE Undersigned have received instructions to sell at their Sales Rooms, No. 5, Des Vaux Road, Corner of Ice House Street.  
One four Cylinder Marine Engine 12-15 horse power, complete with Magneto, Reverse Gear, Shaft, Propeller, &c.  
Full particulars may be had from the undersigned.

TERMS:—Cash.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, May 4, 1916. 617

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#### AUCTIONS.

G. R.  
**PUBLIC AUCTION.**

PARTICULARS and Conditions of the letting by Public Auction Sale, to be held on MONDAY, the 15th day of May, 1916, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Shaikwan Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Particulars of the Lot.

Locality	Boundary Measurements (Approximate)	Area (Approximate)	Estimated Value
Shaikwan Road, Hongkong	N. S. E. W.	1.5000 (about)	624

HONGKONG DOG & CAT SHOW.

To be held at the RACE COURSE (HAPPY VALLEY) on

**SATURDAY,**

the 13th inst.  
All Dogs and Cats must be on the benches by 1 p.m. sharp. Badges and Servant's Passes are now ready and may be had on application. Catalogues may be obtained from the undersigned.

PRIZE 50 CENTS EACH.

Admission to Show, ... 81

Soldiers & Sailors in uniform half price (Ladies Free).

G. W. GEGG,  
Hon Secretary and Treasurer.

Hongkong, May 11, 1916. 640

#### ROOMS WANTED.

WANTED: Furnished, partly furnished or unfurnished ROOMS or FLATS in CENTRAL DISTRICT. Apply "ROOMS," C/o "CHINA MAIL" Office. Hongkong, May 2, 1916. 634

#### WANTED.

A Portuguese FOREMAN ENGINEER for an industry in Hongkong, must have thorough knowledge of managing Chinese workmen, good salary to a suitable man.

Apply by letter stating age, and experience to "S," C/o "CHINA MAIL" Office. Hongkong, May 3, 1916. 610

#### NOTICE OF REMOVAL.

ON and after MONDAY, 8th May, 1916, the Offices of The China Fire Insurance Co., Ltd. will be REMOVED to the Offices of The Union Insurance Society of Canton, Ltd., 3 Queen's Buildings, CHATER BUILDING, C. PEMBERTON, Secretary.

Hongkong, May 9, 1916. 637

#### DAIRY FARM NEWS.

#### FISH

WE HAVE RECEIVED A NEW SHIPMENT OF

SELECTED FINN HADDOCKS

FILLET HADDOCKS

KIPPERS

SMOKED BLUE COD.

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WHOLESALE Indents promptly executed at lowest cash prices for all British and Continental goods, including:

Books and Stationery, Boots, Shoes and Leather, Chemicals and Drugists' Sundries, China, Earthenware and Glassware, Cycles, Motor Cars and Accessories, Drapery, Millinery and Fashions Goods, Fancy Goods and Perfumery, Hardware, Machinery and Metals, Jewellery, Plate and Watches, Photographic and Optical Goods, Provisions and Olives' Stores, etc., etc.

Commission 2 1/2% to 5%.

Trade Discounts allowed.

Special Quotations on Demand.

Sample Cases from £10 upwards.

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THE NEW FRENCH REMEDY.

**THERAPION NO. 1**

**THERAPION NO. 2**

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#### AMAZING ADVENTURE OF SHIP'S CREW.

ATTACKED BY PIRATES, THEN BY ARABS.

The sinking of the British steamer *Couquet* by an Austrian submarine and the subsequent adventures of some of the crew, who spent six days in a boat and were attacked by Bedouins after having landed, are described in the following report from Captain Arnold C. B. Groom:—

About 10.45 a.m., January 4, 1915, I was writing in the cabin of the *Couquet* a run down. On reaching the bridge, the third mate told me it was fired across the bow. Then another was fired across the bow, one over the bridge and one under the stern, from a submarine on the port quarter. At the same time, one of the persons told me that there was another submarine on the port bow. I stopped the engines and indicated that I had done so by flag signals. The firing stopped, and a submarine was soon close to us with the signal flag "A." A band of ship immediately took a chronometer, sextant and chart in the starboard bow, and we left the ship, the other boat left a little before us.

We had no sooner got clear of the ship than the submarine started firing at us. Eight shots were fired, one of them broke the signal huddlers on the bridge. They stopped firing then, and coming close to the boat ordered us alongside. This was a dangerous proceeding, as the submarine's deck was just awash, and there was a big swell.

I was ordered to board the submarine, and then some Austrians were sent in our boats armed with revolvers and cutlasses, and the two boats returned to the *Couquet*.

All hands were given twenty minutes to get what they wanted from the ship at the same time the Austrians looted whatever they could in the time. When they had all they wanted they ordered the two lifeboats to return to the submarine, then set the time-fuse bomb under water about numbers 1 and 2 holds, and left the ship themselves. Shortly afterwards there were two explosions, and the ship settled down by the head.

"MR. GREY RESPONSIBLE." While all this was happening the commander of the submarine asked me many questions as to my identity, the progress of the war, the termination of the war, I think that he came to the conclusion finally that I was profoundly ignorant on the subject; he wound up by saying: "When you get back to London, captain, tell Mr. Grey that if he does not want his ship sunk in the war it is only being kept up by him and the young men of England."

The two lifeboats were near the submarine again now, and bailing was in full progress in each boat with two or three buckets. I remained upon the submarine, and the commander of the submarine, and the fact that both their bilge pumps had most likely been sprung alongside his awash deck.

I told him it was nothing short of murder to send thirty-one men away like that, and he laughed and said he would save the next ship and send her to look for us.

The boats were alongside by this time, and the Austrians searched them for anything valuable, taking chronometers, sextants and charts, and also every scrap of paper they could find. They would not let me keep even the "account of wages" of the crew or any of my bills, although I asked them specially for these letters, and remarked to them what they were and that they were of no earthly use to them. They ordered me back into my boat and then left us.

PASSING SHIP TAKES NO NOTICE. As we were well to the N.W., I deemed it wisest to steer south, especially as the wind was freshening from the N. to N.W., as we should then be running right across all the trucks of steamers between Port Arthur and the Andromeda. We ran so until nearly dark, when a steamer was sighted. We saw her hull. The mate's boat, which was a good bit nearer to her than we were, showed three red flares, and we showed one, but if she saw them she took no notice of us. We were very soon all wet through and remained so until, for the six days we were in the boat.

Heavy weather, with a cold north and westerly wind, continued all the night. "Allowance" of biscuits and water was started right away at 10 a.m. and was continued at a half and two thirds of water per man per day; latterly, I increased the water allowance, finding that it was not enough with so much salt spray about. All the able-bodied men had to take their turn at bailing, two at a time. The boat was very wet, and was wet with water, and was ankle-deep with water, in spite of vigorous bailing with the two buckets. Next day, the 5th, I got the carpenter to take out three of the water-tight tanks, on the side where the plank was split, and to cut a hole from inside, where the water was coming from, and to stop the leaking a little.

PART OF THE CREW LOST. The weather continued the same all this day and night, and not a sign did we see of anything. Just before day-break on the 6th, I thought several times that I had seen a dark object away from the boat, and I went out to look at it, but it was not there. At last, it might be a steamer without lights. I chanced a "red flare" on it; my disappointment was great when it was answered by another "red flare," and eventually, turned out to be the mate's boat, which was lost at last, and did not see her again. No change on the day or night of the 7th; everybody chilled to the bone with that cold, northerly wind blowing right through our saturated clothes. We all had pains in our joints, our poor little Italian messroom boy was crying all night in his sleep with them.

In the early morning of the 8th, the weather moderated a little, and I decided to set sail and make for the African coast. So we started at 8 a.m. and made fairly good weather of it. During the day the wind "backed" to W.N.W.; this did not make things any more comfortable, however, we continued on our course. During the day of the 9th, the wind "backed" still more, and during the rest of the day and night I was only able to make S.E. instead of S. course. However, just after midnight, I made out lead to the N.W., and just then the wind started to freshen considerably and shifted to south. Such a bad and dangerous short sea rose that I had to take in the sail (I had tried reefing it at first), and got the mast and a couple of oars out as a sea anchor; such a disappointment when land was so near and our water so low, but there was nothing else to do.

NATURALIST, LANDING MADE. About 5 a.m., the wind moderated a little, also the sea, so we set our sail again and started to battle against a heavy head wind and a very heavy sea in a steamer's life, as with a "regulation" lug-sail. We slowly lugged and lugged on a diagonal course for the shore all day, and then, as we got nearer, the wind fell lighter and lighter, and the nasty, lumpy swell fell in evidence. We eventually took down the sail and got the oars out, as I could see a decent-looking landing in a little bay, with houses in the background. We succeeded in making a satisfactory landing. We slept on the sands that night, after having shocked our thirst with some well water and eaten a quantity of limpets from the rocks with our biscuits. The buildings we had seen from the sea proved to be long, deserted ruins, and there was no sign of life anywhere. The two engineers, the second mate and I kept watch by turns during the night.

When I awoke, on the 11th, I considered that it would be unwise to leave this place, where we had plenty of water and shell fish, and I could find out in which direction the nearest civilized port lay. So after breakfast I set out with three men to try and find some human being who could tell us. We plodded on until about noon without finding anything that we wanted, and were just giving up hopes, when a very tall Arab appeared. He came back to the camp with us. One of the firemen, a Greek, could speak Arabic, and the Arab suggested that I should go with him to the nearest town, on foot. This I could not do as I was utterly "done up" with the six or seven hours' walking that day, but I sent two Greek firemen, with him—one spoke Italian and the other Arabic—and told them to try and get some boat to take us out of this as soon as possible.

ATTACKED BY MEN ENTRENCH THEMSELVES. Next morning we were all surprised by several rifle bullets whizzing round us. On looking we found they came from two Arabs on a hill some distance inland, who, between shooting at us, were dancing wildly and laughing and yelling. Thinking they were two Arab boys who had got hold of rifles somehow and were just amusing themselves, I had my companions to take cover, which we did in a deep trench formed by the ruins of some old building, right at the water's edge, in fact the sea came well up in the trench at one end.

Half an hour after that, about fifteen Arabs, with rifles, suddenly appeared over the edge of our trench and, after having given a preliminary yell, began jabbering hard in Arabic at us. The two closest to me had their rifles already fixed up to their heads to indicate that I was unarmed. One of them still jabbered at me, but the other took careful aim at my head. I ducked forward, and to one side a little, just about the same instant as he pulled the trigger, so that the bullet took track through the back of my shoulders instead of hitting my head.

The Arab was only about six feet from me when he fired. The force of the shot knocked me backwards. I remember falling and my head hitting the sand. After that I must have lost consciousness, as when I awoke everything was quiet except for the growling of the carpenter, who was rolling between me, and the edge of the water about six feet.

CARPENTER MUTILATED, TWO DEAD. I found he was horribly mutilated, but still alive. He asked me to drag him away from the sea. I tried to, but he was a big man and my wound was very bad. I tried to drag him away, but the steward was floating, face downwards. Whether he was shot or drowned, or both, I do not know.

Further up the trench the little Italian messroom boy was lying dead. I could see his head and arms, and was afraid to go out of the trench, thinking that if the Bedouins saw me alive they would come back to finish me off.

I had been keeping my eye open for the boat that I hoped was coming to fetch us, and after having given the carpenter a good look over, I was overjoyed to see the smoke and funnel of a small steamer coming round the point and more still later when I made out that she was lying the Italian flag.

When she headed into the bay and her boat was coming ashore, I came out from the trench. There was not a sign of the Bedouins or the rest of our men except a sailor named Lord, who was lying on the sand some distance from the trench, wounded by both bullet and bayonet. He said that the others, ten of them, had been carried off as prisoners by the Bedouins after having had everything of any value taken off them.

When the boat landed, the commander of the Fort of Marsa Susu came ashore with a party of his Arab soldiers, who quickly ran to the tops of the nearest hills to look for the Bedouins and then made a thorough search in the vicinity, but found no trace of the Bedouins or their captives. The commander took us aboard the little steamer, also the bodies of the steward and the messroom boy, and our wounds were washed and bandaged as well as possible; the carpenter died just as we were starting to wash his wounds.

When we landed at Marsa Susu, we were taken to the surgery of the military hospital, and our wounds were dressed properly by the head doctor. As soon as we were put in comfortable beds in the hospital, and I had the most infinite kindness, consideration and generosity shown to me throughout.

The bodies of the steward, carpenter and messroom boy, were given a military funeral, and on the 14th, we were followed to the burial ground by many officers and men of the Italian army.

The submarine had no mark or number on her, but I concluded that she was Austrian, as the officers on her had the Austrian Cross on the badges of their caps.

#### LOSE WEIGHT BY THE POUND

"Under-Weight," a condition of ill-health, shows your assimilative powers are decreasing.

Supplies the blood with the wanted nourishing and healthy flesh building materials. Very palatable.

OF ALL CHEMISTS

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

Price: 81.25 and 93.35

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

Supplies the blood with the wanted nourishing and healthy flesh building materials. Very palatable.

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Supplies the blood with the wanted nourishing and healthy flesh building materials. Very palatable.

OF ALL CHEMISTS

#### HAVE YOU A BAD LEG

with wounds that discharge or ache, or perhaps surrounded with inflammation and swelling, that when you press your finger on the inflamed part it leaves the impression? If so, under the skin you have poison. Much more than all the remedies you have tried. Perhaps your blood is poisoned. Or there may be wounds; the disease, if allowed to continue, will deprive you of the power to walk. You may have attended various hospitals, and been treated by the best of the profession, but to no avail. You need a special cure. The only cure is the treatment which is a certain cure in cases of Abscesses, Ulcers, Erysipelas, Boils, Carbuncles, Gangrenes, and all other forms of blood poisoning. It is the only cure for a bad leg.

**GRASSHOPPER OINTMENT AND PILLS.** Prepared by Albert Albert, House, Partridge Street, London, England. Price in England 1/11 and 2/3 per box.

Agents: A. S. Watson & Co., Hongkong.

BERNSTORFF'S BROTHER.

A SELANGOR CLUB INCIDENT.

A Bantam correspondent writes to a Cairo paper:—

Now that there is so much said about the German Ambassador to the United States, perhaps the following notes about the career of his brother, which I had the pleasure to meet (for it was a real pleasure to know the man as long as he was not allowed to put his hands in one's pockets) in the Malay States years ago might be of interest to your readers.

In 1902, while serving in the Public Works of one of the Federated Malay States, I made the acquaintance of the brother of the Kaiser's Ambassador at Washington. Dombastic, insinuating, flattering, and not sparing a single word to ingratiate himself, but always with a commanding appearance—such was the man I knew. After wasting in different States in America, and finding himself on his beam-ends, he drifted to the Malay States and was picked up by that generous and noble-hearted States' gentleman, Sir John Lingers (Hodges), who was the British Resident of Selangor, and after, wards died as Governor of the Gold Coast. Sir John, or Mr. Hodges as he was then, coming across this human drift in Singapore, picked him up, and as the Selangor Club, otherwise the "Spotted Dog," was in need of a Secretary, put him there to fill the place. "The Count," as he was known in Kuala Lumpur, was a constant guest at the Residency. Then, at one of the Financial Committee meetings of the Club, it was discovered that the cash was short and an investigation followed at which, fortunately, with the unfeigned of his Washington brother, spoke of the matter as a trifling incident, and although the amount ran into three figures, said in a lordly way that he would square it up "when he received his next cheque from home. A member, however, got up and asked the "Count," who was still standing, when the cheque would be forthcoming, and what guarantee the members had for the amount being paid? Whereupon the "Count" gave him a glacial look, which might have frozen anybody else, but not the practical member he was addressing, and thundered out: "The word of a gentleman!"

I cannot remember whether the cheque was sufficient to cover



Telephone 18.

From the CHINA MAIL Office.

sit down with me at a table and examine the possibilities of peace, and Mr. Asquith begins with a claim of definitive and complete destruction of Prussia's military power. The conversation could be ended before it began. To make peace-conditions only one answer would be left, and this answer is "no." "No record must give." It is obvious to the entire world, in the light of the history of the past twenty months,

almost every community there is  
some one whose life has been saved  
Chamberlain's Colic, Cholera and  
Rheum Remedy. Such persons seldom  
have an opportunity to recommend it,  
and those recommendations are never  
qualified by account for its great  
popularity. For sale by all Chemists

interrogated by Mr. Jenkin, witness that he kept the car in repair and he had altered two of the lamps on own cars recently "just to please . . . . .". Witness said that Mr. Jenkin on summoning him and to avoid

charged with being on the premises of the "China Mail" a coolie was fined by Mr. Wood. Defendant, who said he went there to look for a brother; was sent by members of the staff. A bundle of type was found near

on the side of the revolutionists been slightly over 1,000 wounded and a few hundred killed. The losses on the other side have certainly been greater, possibly two or three as great. The Suifu Red Cross organization has treated about 600 of the wounded at Suifu, and 700 at Labao.

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## THE WAR.

## TO-DAY'S TELEGRAMS.

(Reuter's Service to the China Mail.)

## VERDUN.

## METHODS OF MEETING GERMAN ATTACKS.

PARIS, May 11. A semi-official statement explains the methods of meeting the German attacks at Verdun.

It is stated that under a deluge of large shells the French begin to yield small parts of the first line. Then, as soon as the storm has passed, the infantry rushes forward and recaptures them.

The enemy is incapable of holding the torn-up ground of which his bombardment enabled him to effect a previous occupation, and any attempt at a further advance is broken against formidable obstacles.

There is a growing discrepancy between the efficiency of the enemy's heavy artillery and the strength of his infantry. Consequently repeated attacks bring him no tactical advantage but only ever-growing losses, as in warfare of this kind the attack inevitably exhausts itself more than the defence. The enemy's persistence is no reason for alarm, but the reverse.

## RUSSIAN ADVANCE TOWARDS TIGRIS.

PETROGRAD, May 11. The Russians have overcome their mountain difficulties and are advancing down hill, pursuing the Turks, who are heading for the Tigris Valley.

The military authorities, however, anticipate a strenuous resistance by the strong fortifications at Khanken, where the Turks have been heavily reinforced.

## THE ARREST OF LIEBNECHT.

## MOTION FOR HIS RELEASE DECLINED.

AMSTERDAM, May 11. The Business Committee of the Reichstag has declined a motion by the Socialists asking for the release of Dr. Liebnicht (their leader) and the postponement of his trial on a charge of inciting the crowd at the demonstration at Berlin on May 1st.

## SUBMARINE PIRACY.

LONDON, May 11. The steamer *Dobrynya* has been sunk.

## THE IRISH SITUATION.

## THE VACANT OFFICES.

LONDON, May 11. The Duke of Devonshire and Lord Derby are mentioned in connection with the vacant Viceroyalty of Ireland.

Mr. Tennant, Under-Secretary for War, is the latest nominee for the Irish Secretaryship.

## A NATIONALIST APPEAL.

The Nationalist Party is appealing to the people of Ireland to support the constitutional movement, which has accomplished so much for Ireland during the last fifteen years, and warns the people that the alternative is futile revolution and anarchy.

## TRIAL OF SIR ROGER CASEMENT.

LONDON, May 11. Sir Roger Casement is to be tried on Monday.

## NEW WIRELESS INVENTIONS.

## MARCONI EXPERIMENTS WITH FAR-REACHING RESULTS.

Senatore Marconi has been engaged in research work in Italy, where he has been able to carry out some important experiments and tests. He advises that the results obtained are far-reaching and directly concern the future practice of the entire science of wireless telegraphy and telephony, over both long or short distances, no matter whether conducted by means of ordinary sparks, quenched sparks or continuous waves.

He is now engaged in making applications for the patents, which will probably be applied at once in Italy to military purposes. By these means results heretofore impossible will be obtained.

## TRADE AFTER THE WAR.

## IMPORTANT MANCHESTER VIEWS.

LONDON, May 11.

The Manchester Chamber of Commerce has passed a resolution affirming the necessity for excluding trading in the Empire by our enemies after the war, and the desirability of preferential and reciprocal trading relations between all parts of the Empire and, as far as possible, with our Allies.

## THE SHIPPING SITUATION.

## THE NEED FOR MORE SHIPS.

LONDON, May 11.

Sir Owen Phillips in a speech said British shipping losses, owing to submarines, had been less than 5 per cent. per annum down to April 30th. He emphasised our urgent need of more and still more merchantmen, which owing to high prices could only be secured by an immense outlay of capital. Hence capital needed special facilities in the shape of modified taxation or otherwise.

## CHINESE AFFAIRS.

(With Tsz Yat Po's Service.)

## CRITICAL SITUATION IN SHANTUNG.

PEKING, May 11. A meeting was held at the President's Palace yesterday to consider a report on the critical situation in the province of Shantung.

Chong Sun has despatched 3,000 troops to protect the Tsinan Railway.

## CHINESE GOVERNMENT SEEKING A LOAN.

PEKING, May 11.

The Government is negotiating with the Banque Industrielle for a loan of two million dollars.

## PRESIDENT TO ENTERTAIN JAPANESE MINISTER.

PEKING, May 11.

President Yuan Shih Kai is to entertain the Japanese Minister and other influential Japanese.

## JEWS AND PEACE TERMS.

## MESOPOTAMIA REPORTED OFFERED TO BRITAIN.

To unite all the forces in the Anglo-Jewish community in a movement to secure the rights of Jews after the war, the "National Union for Jewish Rights" has been formed and held its first meeting last month in London. Mr. Lucien Wolf said that with the triumph of the Allies great transfers of territories would take place, and these would involve the fate of large aggregations of Jewish people. The Union demanded equal rights with their fellow-citizens in all the countries in which they might be living after the war. Mr. Israel Zangwill said he had heard on good authority that the Germans were offering England peace terms, among them being the offer of Mesopotamia. That might be the Jews' chance, if it came to pass, but he had always thought they might get a piece of Canada or a piece of Australia.

The Premier of different colonies were in London now and, perhaps, it might be possible to make a bargain with some of them to give Jews land free. England was a country that would have most to say at the close of the war, and upon England, therefore, fell the responsibility of doing her utmost for the Jews of the world.

If England got Palestine, Mr. Zangwill hoped a Jewish Governor would be appointed, but he added, "We must not count our chickens before they are hatched."

## FOR A LAME BACK.

What the people of East London missed so much when they had losses in the war was the funeral, says the Bishop of London. One woman who had lost her husband in a ship disaster felt that she must do something, so she bought a wreath and placed it at the foot of Nelson's Column in Trafalgar Square.

## STOP PRESS NEWS.

(Reuter's Service to the China Mail.)

## VERDUN.

## APPRECIABLE SLACKENING OF GERMAN ACTIVITIES.

PARIS, May 11.

A communique states that there is an appreciable slackening of German activities in the Verdun region. Minor French successes are reported in other sectors of the line.

## AUSTRALIA AND THE WAR EXPENDITURE.

## A STERKING ANNOUNCEMENT.

MELBOURNE, May 11.

The time has arrived when Australia should furnish her own war expenditure, if not lend money to the Imperial Government.

This striking announcement was made by Mr. Higgins in his Budget speech. He added that the wealth of Australia was estimated at £1,000,000,000 and the income at £200,000,000. Nevertheless there was urgent need of economy. He estimated the receipts at £80,000,000 and the expenditure at £70,000,000. No further export of gold would be allowed during the war.

The Defence expenditure is given as £70,000,000.

## EARLIER TELEGRAMS.

## A STORY OF KUT.

## EFFORTS TO FEED THE BESIEGED GARRISON.

LONDON, May 10.

In the House of Commons, Mr. H. J. Tennant, Under-Secretary for War, stated that between the 11th April and 29th of April, British aeroplanes dropped 18,750 pounds of food, besides medical and other stores, at Kut. Throughout the operations only one British aeroplane was lost.

## THE VERDUN REGION.

## HEAVY ENEMY ATTACKS.

PARIS, May 10.

The Germans brought masses of new heavy and quick-firing artillery to the battle west of the Meuse, where they launched attacks with two corps of Heilmann and Fomerman troops. They gained nothing but suffered great losses.

## THE SITUATION IN IRELAND.

## NO FURTHER EXTREME MEASURES NECESSARY.

LONDON, May 11. In the House of Commons, Mr. Asquith said that he had reason to believe that there would be no further necessity for extreme measures regarding the Irish rebels; but he could not give any undertaking concerning the matter.

## AMERICA AND GERMANY.

## INQUIRIES INTO THE LATEST CASES OF PIRACY.

LONDON, May 11.

America is investigating the sinking of the *Cyprus* and asking whether the liner was an auxiliary or a merchantman.

It is understood that the American Consul at Queenstown reported to the State Department that the *Cyprus* was torpedoed without warning. Three other submarine attacks on merchantmen are also attracting the attention of Washington. Germany to-day semi-officially admits the torpedoing of the *Sussex*, and offers reparation to the United States.

## DOMINION M.P.'S. TO VISIT ENGLAND.

## JULY INVASION TO SEE WAR ORGANISATION.

The proposal having received official approval, the executive committee of the United Kingdom branch of the Empire Parliamentary Association, has cabled to the branches in the Parliaments of the Overseas Dominions asking them to choose representatives to visit the United Kingdom in July to see the efforts that are being made in the prosecution of the war, and to exchange opinions on war questions.

The numbers invited are: Australia and Canada, 10 each; South Africa, 6; New Zealand, 4; and Newfoundland, 2. It was pointed out that as the proposed visit was of a strictly business character, it was impossible to invite ladies. A reply has already been received from the branch in Canada, accepting the invitation.

The Western India Turf Club has recently made donations amounting to two lakhs of rupees to various war funds. With the amounts previously subscribed, the total it has contributed to war funds up to date is Rs. 4,47,000. The Club has also subscribed Rs. 21,000 to hospitals and other charitable institutions in India.

## THE MEANING OF VERDUN.

## WEST OF THE MEUSE.

A Paris telegram of six weeks ago said: "There is no inclination in Paris to regard too lightly the possibility of the success of the enemy's attempt now in progress to encircle the French position of Mort Homme, which, if it succeeded, would inevitably involve a withdrawal to a new line, Avocourt-Esnes-Chaumont-Cumieres. In order to achieve this end the enemy must first capture Hill 304, which has been heavily bombarded. It is true that he had not succeeded in bringing from Avocourt Wood, but further north, about 1,400 yards south-west of Mort Homme, he managed to reach the lower slopes of the little mound known as the Mamelon d'Hancourt. His further progress will depend upon how many men he is prepared to lose, for his task as soon as he comes out in force into the open country will be appallingly difficult. Hill 304, which commands the adjacent woods, is a sort of glacis whose completely bare and slippery slopes will be a stiff climb under enemy artillery fire."

Generally speaking, Verdun seems even harder to approach on the west bank of the Meuse than on the east, where the enemy has hitherto met so many sanguinary checks, but where there is no reason to suppose he has abandoned his intention of renewing his attacks. Meanwhile increasing activity in the Argonne seems to suggest that the enemy may be contemplating a repetition of the attempt to cut off Verdun by a combined encircling movement—a movement which ended in September, 1914, in his being driven back from Chaumont.

## THE ROAD TO VERDUN.

The following is a translation of a letter written by a Frenchman serving on the hills of communication near Verdun—

March 15.—You must excuse me for this long silence. Known in my detachment for the last three weeks while camping in this big village we have been having a very sad time, often passing whole nights at the wheels of our lorries. When we are able to rest I sleep and lace about, and feel utterly averse from writing letters. You need not be anxious about my health, it was never better.

"Happily had we arrived in this region on February 22 when my detachment began its service for the transport of shells into the region which you can well guess. These shells, which we fetch from a neighbouring station, are transported a very great distance in uninterrupted convoys, making an endless chain on a wide road reserved exclusively for automobiles."

On the return journey we take wounded emigrants, or come back empty, and each outgoing represents for us from 15 to 25 hours at the wheel—when it is not 24—and for our lorries 150 to 200 kilometres. This night and day.

On arriving here we did the journey twice almost without stopping; that is to say, 48 hours without sleep and almost without eating.

It was so terribly hard, that it was decided that there should be only one chauffeur per lorry and that we should take it in turns. You know that we are supposed to be two on every lorry. I do not know if you can imagine what it means to drive one of these lorries weighing five tons and carrying an equal weight in shells, either during a descent of 12 or 14 per cent, and with a lorry just in front and one just behind, or driving during a frosty night, or without lights for short intervals when nearing the front.

"Can you see a driver alone on his lorry, whose eyes are shutting when a shock wakes him suddenly, who is obliged to sing, to sit very upright, to sweat at himself, as we do not to sleep, not to throw his lorry into a ravine, not to get it stuck in the mud, not to knock to pieces the one in front? And then the hundreds and hundreds of cars coming in the contrary direction whose lights blind him! If you can imagine all this, be happy that you can spend your nights comfortably asleep in a bed."

The show has disappeared. The day before yesterday I left at 5 o'clock in the afternoon and returned yesterday morning at 10. I slept yesterday from 1 to 7 and from 10 till 8 a.m. To-day there is a radiant sun, it is the spring which makes all things joyous. Life is good.

## EFFECT OF VERDUN.

A letter received from a neutral contains the following interesting passage:—Verdun is the greatest advertisement the Allies have ever had in neutral countries. In Germany it had a terrible effect. A Dutch friend of mine went the other day to Cologne, to see some relations of his wife. He was not allowed to enter the city, but had to stay at the station. His relations were sent for, and they were allowed a short interview in the presence of an officer. Why? The city was in an uproar. The people saw the enormous masses of wounded arriving from Verdun, and clamoured for the end of the war. Troops had to be summoned, and rifle fire was heard at the station, as well as wild shouting from the Domplatz (Cathedral square), which is not far from the station. That is all my friend knows about it. He was bundled back into a train and had to leave.

I do not wish to exaggerate the importance of such scenes, but the feeling they disclose is certainly not without significance.

## BATTLE OF 5,000,000 SHELLS.

Some information on the huge concentration of artillery by means of which the Germans expected to beat down the French resistance before Verdun is given

by the "Petit Parisien" in a message of March 10.

The whole of the available German artillery, it says, was transported to the region of Verdun; batteries were withdrawn from Russia and Serbia.

Altogether 3,000 cannon thundered when the great bombardment opened on February 21. The deluge of shells on the French lines was such that not a yard of ground was spared. In the town of Verdun there fell a projectile from the German 289s every four minutes during a period of 15 hours. North of Verdun and in the vicinity of Forges certain French positions were for ten hours the target of more than 100,000 shells of every dimension save that of the 77, which was not employed by the Germans in this bombardment. In a comparatively small space of terrain 5,000 tons of explosives fell during a few hours. In 15 days 3,000,000 shells ploughed the ground held by the defenders of Verdun.

The region of Verdun has, indeed, become a veritable iron mine, since 240,000 tons of that metal is now buried in the soil.

## COLONEL REPINGTON ON VERDUN.

Lieut.-Col. Repington, the "Times" military expert, who visited General Joffre on the western fighting front, stated when he returned to England in the beginning of April, that the situation was to General Joffre's liking. "There are 30 German divisions at Verdun compared with 34 before the British front, showing either that the Germans intend to attack the British or they expect the British to attack them. The rest of the German line is thinly held, and it is destitute of reserves. The Germans expected to capture Verdun in four days. The situation was critical on February 25th when General Petain brought his second army up, and took over the command. An important task was to re-establish the French mastery of the air. The Germans had become so emboldened that they bombed the French battalions on the march from 400 yards. The French aviators restored the balance in the second week of March. Now no German aeroplane penetrates the French lines. General Joffre is enthusiastic over General Petain's use of heavy artillery, which renders his force so supple that medium French ordnance out-fight the enemy's heaviest. The French artillery fight day and night and hold every road, mine, wood and outpost under fire. There were no Germans within 31 miles and the enemy cannot be certain of a moment's rest even if General Petain gives ground. He exacts three lives for one. The Verdun front is carpeted with German dead, the whole line having been drained of men and guns to save the Crown Prince from failure. The morale of the French army was never higher. The French trust their chiefs and are confident of victory. General Joffre and General Castelnau have ample resources."

## THE VISION OF ANGUS McNAB.

As he sat at the fire and warmed his toes

Angus McNab fell into a daze,  
And he found himself on a stricken field  
Where the thunderous voice of the cannon pealed.

He sees the Camerons sore beset:  
Wounded and bloody, but fighting yet;  
Shattered and maimed by that hellish fire,  
Yet filled to the last with a fierce desire  
To keep the post from the Prussian border.  
To keep on wave like a flood but poured.

Man by man the Camerons fall,  
But our guns are silent throughout it all.  
Up flashes our panting gunner and yells:  
"Shells! for the love of God, man, shells!"

"Nae," says Angus, "ye're in ma power  
And I want my extra two-pence an hour!"  
"Man, are ye mad?" the gunner said.  
But a Prussian bullet smote him dead.  
And the dying tide of the men in grey  
Steadily kept its onward way.

Angus McNab awakes with a start,  
For it seems as if something had clutched  
at his neck.

Swiftly he reaches his coat and hat.  
"Eh, but there'll be nae mair o' that!"  
On he races with never a stop  
Till he comes to the door of the idle shop.  
He thinks of the wasted days gone by  
And hears the challenging wipers cry:  
"Whaur are ye gaein? ye dirty scab?"  
"To work . . . for my country," says  
Angus McNab.

G. E. B.

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	Friday	Colombo	1916	1916
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NOVARA	June 2	MOHRA	July 3	July 10
NAGAYA	June 16	KHYER	July 17	July 24
NYANZA	June 30	Through Steamer	July 31	Aug. 7
NELLORE	July 14	Through Steamer	August 14	Aug. 21
NANKIN	July 28	Through Steamer	August 28	Sept. 4
SOMALI	Aug. 11	Through Steamer	Sept. 11	Sept. 18

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NELLORE	SATURDAY, 17th June.

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## SHANGHAI IRISHMEN AND THE SINN FEIN. AN ENTHUSIASTIC MEETING.

An extraordinary meeting of the Patrick's Society of Shanghai was held at the Palace Hotel last week when the following resolution was unanimously adopted, and with great applause:—

"That we Irishmen in China look upon the disloyal action of a few of our countrymen with shame and horror."

Mr. J. J. Sinna, President of the Society, then read a letter from the Chairman of the Irish National Council, and there was a general discussion. The Chairman spoke as follows:—

"Gentlemen, at our annual general meeting held recently I voiced the sentiments of the members of this Society. I expressed the hope that the differences of opinion on local politics in Ireland would in these days be seen in their true perspective, and I pointed out that such differences were of little or no consequence as long as our Empire was threatened by a foreign enemy. All true Irishmen recognize that their interests are bound up with the British Empire and any failure on the part of the Empire to bring this war to a successful conclusion means disaster for Ireland. (Hear, hear.) Our responsibility to the Empire is a heavy one for to present this war with the termination of this war as far as her power to resist. (Hear, hear.)"

"It is therefore all the more humiliating to know that there is still a small minority in our country who are traitors to the Empire. All true Irishmen recognize that the Empire from which we derive our safety and our very existence—(hear, hear)—traitors to the cause of right as opposed to brute force, traitors to our Allies and finally traitors to Ireland's own sons who are fighting at the front—(hear, hear)—and a disgrace to the name of Irishmen."

"The prospect of a United Ireland and of a people at peace with one another has received a rude shock at the hands of the members of a society with the name of the Irishmen and the name of the Irishmen. I am sure that the members of the Society will recognize the enormity of their offence and will endeavor to make amends to the Empire from which we derive our safety and our very existence—(hear, hear)—traitors to the cause of right as opposed to brute force, traitors to our Allies and finally traitors to Ireland's own sons who are fighting at the front—(hear, hear)—and a disgrace to the name of Irishmen."

The following is the text of the telegram sent to Sir Edward Carson and Mr. John Redmond:—

"Meeting Irishmen Shanghai unanimously resolve we Irishmen in China look upon the disloyal action of a few of our countrymen with shame and horror. Sinna, President, Sinna, President, Sinna, President."

## TRADE AFTER THE WAR.

BOARD OF TRADE COMMITTEES AT WORK.

The announcement is made that Mr. Runciman, President of the Board of Trade, has appointed Committees to report on measures for safeguarding British industries after the war, especially in relation to international competition. The Committees recently announced related in one case to the iron, steel and engineering industries and in the other to shipping and shipbuilding.

A Committee on shipbuilding has been at work for some time and will now be absorbed in the new Committee. A Committee dealing with textiles and other industries dealing with manufactures has also been appointed. A Committee devoted to the electrical industries will be announced soon. Other Board of Trade Committees have been at work unceasingly for several months. One, for instance, has been occupied with the glass industry and with banking, another with enemy alien shareholders in British companies, and also the enemy alien ownership of property, including coal mines.

These Committees have been quietly carrying on their work of investigation and research in the past few months. Everyone must realize the importance of making preparations now for the future of British industry, and our export trade and Mr. Runciman deserves credit for his foresight in thus preparing the way for the transition period at the end of the war.

The question not only of the demobilization of labour has to be faced, but also the demobilization of the greater portion of our manufactures which are now so largely devoted to war work. These Committees of experts will work out all these problems in the national interest, and make arrangements which will facilitate the transfer from munition work to peaceful industry with the greatest possible speed, and prepare for meeting the new demands for machinery, engineering work, and general manufactures.

The inquiries also make provision for entirely new developments, safeguarding the position of the Empire in connection with certain basic and "key" industries. The composition of the two committees announced are:—

**Iron, Steel, and Engineering:—**

Sir Clarendon Hyde (chairman), partner with Messrs. Cowling in S. P. and Son, Ltd.

Mr. A. Balfour and Mr. A. J. Hobson, Sheffield manufacturers.

Sir Hugh Bell, the Yorkshire ironmaster.

Sir Hallowell Rogers, Birmingham Small Arms Company.

Mr. Douglas Vickers, Vickers, Ltd.

## Shipping and Shipbuilding.

Sir Alfred Booth (chairman), Cunard chairman.

Prof. W. S. Abell, chief surveyor, Lloyd's Register.

Sir A. Denny, Dumbarton, shipbuilder.

Sir Edw. Main, shipowner.

Capt. H. H. Cooper, General Steam Navigation Company.

Mr. J. Readhead, shipbuilder.

Mr. O. Sanderson, Wilson Line's managing director.

## STRAITS RUBBER COMPANIES.

SHARE QUOTATIONS.

Thank those Irishmen who are not members of St. Patrick's Society who have manifested in those feelings in the past. I have more than they can comprehend. I will see their way out of the society which is a strong one. (Applause.)

Mr. A. F. Fenton moved a vote of thanks to the Chairman and the meeting terminated.

THE TELEGRAM.

The following is the text of the telegram sent to Sir Edward Carson at the request of the Irishmen in China, by John Redmond:

Meeting Irishmen Shanghai announce that the Irishmen in China took upon the (disloyal) action of a few of our compatriots with shame and horror. Sir James, President, St. Patrick's Society.

TRADE AFTER THE WAR.



HONGKONG VOLUNTEER  
RESERVES.

Major Wakeman, Commanding H.K.V.R.

## DETAIL.

On duty till the morning of Friday, the 12th inst. H.K.V.R.

Next for duty: C. B. Co. H.K.V.R.

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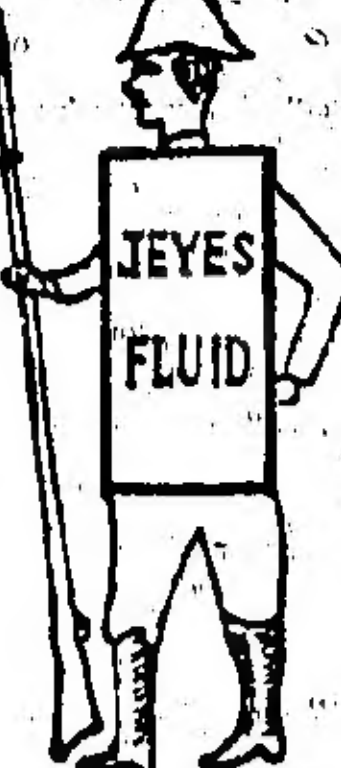
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ON GUARD  
AGAINST  
INFECTION

**JEYES FLUID**

INSIST ON  
**JEYES**

Refuse Substitutes!

**ALEX. ROSS & CO.**

Sole Agents.

## To-day's Advertisements

**"BEN" LINE OF STEAMERS.**

**NOTICE TO CONSIGNEES.**

**FROM MIDDLESBRO, LONDON AND STRAITS.**

**THE Steamship "BENEDI".**

Consignees of cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra basins Godowns of the Hongkong and Shanghai Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the 10th May, will be subject to rent.

All claims against the Steamer must be presented to the Underwriter on or before the 26th May, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th May, at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong May 12, 1916. 643

GREAT NORTHERN TELEGRAPH  
COMPANY, LTD.

OF DENMARK.

## UNCLAIMED TELEGRAMS.

Date received. From. Addressed.

14th April...Peking...Heshing Sijac

16th April...Shanghai...Toungtiao

17th April...Shanghai...Wingchongchong

17th April...Amoy...Kuchee

21st April...Kobe...Little Krenlin

21st April...Shanghai...Ouyongchumoi

21st April...Shanghai...Queen's Road

21st April...Shanghai...Cheongchong and Co. Tsingva Street

3rd May...Kobe...Sanglee

5th May...Shanghai...Chungwasinpaoh

5th May...Tokyo...Chawa

8th May...Amoy...Yukongyong

9th May...Shanghai...Avershan

9th May...Kobe...Hungsing Bonham Street

Hongkong Station.

A. B. SORENGEN.

Acting Superintendent.

Hongkong, May 12, 1916. 644

LIST OF UNCLAIMED TELEGRAMS  
LYING IN THE EASTERN EXTENSION,  
AUSTRALASIA & CHINA  
TELEGRAPH CO.'S OFFICE  
AT HONGKONG.

ADDRESS. STATION FROM.

Chauhinin Magasin Dihan. Yungliam.

Chungching 38 Wobing St. W. Bangkok.

Healy J. J. Hongkong Hotel. Boston.

Hungking. Vancouver.

Kunshong Connaught. Bangkok.

Kwong Yick Siang. Singapore.

Kurumiya Tokyo Hotel. Sourabaya.

Kwongon. Benkoelen.

Landichuen C/o. Wanchung Mantongon. Kienning.

Lungshing Shangwan. Hankow.

Lord. Manchester.

Poshing Silversmith. Macao.

Quongching 280 Connaught San Francisco.

Sayen Taihong Hotel. Hanoi.

Suichong Bonham Strand. Macao.

Taylor L. F. Hongkong Hotel. Rangoon.

Vessooner Rathmaded. Fochow.

Wood Hongkong Hotel. Bagansera.

Yuelong. Macao.

J. M. BECKE.

Superintendent.

Hongkong, May 12, 1916. 647

## HONGKONG REGISTER.

Previous day. On date at 11 a.m. On date at 11 p.m.

Barometer... 29.84 29.85 29.87

Temperature... 83 75 81

Humidity... 71 93 77

Direction of Wind... S S W S S W

Force... 3 0 5

Weather... c c c

Sea... - - -

Ships open air temperature on the 11th at 11 a.m. and 11 p.m. on the 11th.

T. F. C. CROOK, Director.

Hongkong Observatory, May 12, 1916.

## CROUP.

THIS disease is so dangerous and so rapid in its development that every mother of young children should be prepared for it. It is very risky to wait until the attack of croup appears and then until it can be obtained. Chamberlain's Cough Remedy is prompt and effective and has never been known to fail in any case. Always have a bottle in the home. For sale by all Chemists and Storekeepers.

## TO LET

OFFICES in Prince's Building.

Apply to—SHEWAN, TOMES &amp; CO. Liquidators. Reuter Backmann &amp; Co. Hongkong, April 19, 1916. 642

## TO LET

OFFICES, 2nd Floor, St. George's Buildings.

Apply to—SHEWAN, TOMES &amp; CO. Hongkong, April 7, 1916. 611

## TO LET

OFFICES on 1st Floor, No. 3 Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.

Apply to—CHINA FIRE INSURANCE CO., LTD. Hongkong, April 28, 1916. 59

## TO LET

A HOUSE in Kowloon Terrace.

THE HONGKONG LAND INVESTMENT AND AGENCY CO., Ltd.

TO LET. A SMALL GODOWN in Prince's Building. For particulars etc. apply THE HONGKONG CENTRAL ESTATE LTD. Hongkong, May, 2, 1916. 623

## TO LET

OFFICES, at 2, Connaught Road.

OFFICES, in King's Buildings, HOUSES, 31 CLIFTON GARDENS, Conduit Road.

No. 1, 'HILLSIDE' The Peak. GODOWNS, at Wanchai. Nos. 1 &amp; 2 West End Terrace, CANTON. Apply to—HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

## TO LET

THREE-ROOMED FLATS in Hamper Buildings, Kowloon.

FOUR-ROOMED FLATS in May Road, with every modern convenience, including English Bath and Kitchen Range, Hot Water and Water Carriage System. A few Flats, specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

TWO ROOMED FLATS in Nathan Road, Kowloon.

Apply to—HUMPHREYS ESTATE &amp; FINANCE COMPANY, LIMITED. Alexandra Buildings. Hongkong, Dec. 22, 1915.

THE HANDY BOAT  
FOR MACAO.

## THE Steamship "CHUEN CHOW"

The ONLY BOAT LEAVING at 5 P.M. EVERY DAY.

Back again by boat on the following day, SUNDAY—Leave Macao 9 P.M. Arrives Hongkong about 9 P.M.

FARES.—First Class 22 Single; 23 Return (Saloon).

First Class 80 cts. Single; 1.10 Return (Saloon) for Chinese.

Second Class 60 cts. Single; .81 Return. Electric Fans throughout. First Class Attention. Ample Saloons and Cabin Accommodation.

Passengers may sleep on board without additional charge on return tickets only.

## STEAMERS EXPECTED.

Other Vessels.

The s.s. *Kaituma* No. 6 is expected here from New York on 16th inst.The Norwegian *Africa* & Australia Line's s.s. *Artemis* is due to arrive here from Scandinavia via Singapore on the 16th inst.The s.s. *Star* left Calcutta on the 7th inst. and may be expected here on or about the 22nd inst.

## ALEXANDRA CAPE.

YATES Fresh, Field or Snow &amp; Co. Pindos, Madras, Kinnor, etc.

## SHIPPING

## ARRIVALS.

May 11. *Empress of Russia*, British str. 8,780. S. Robinson, Vancouver B.C. April 20. General—C. P. R. Co.*Dien*, Norwegian str. 833. J. Jargensen, Bangkok May 3. Rice.—CHINESE.*Tanaka*, Norwegian str. 2,232. Frishen, Port Arthur and Durban April 6. Case. Oil.—W. L. L. Co.*Taiyo Maru*, Japanese steamer, 2,283. S. Hirano, Moji May 4. Coal.—M. R. K.*Taiyo Maru*, Japanese steamer, 1,538. Y. Nakamura, Dairen May 4. Coal.—M. R. K.*Kiang Ping*, Chinese steamer, 1,222. H. Udden, Bangkok May 2. Rice.—CHINESE.*Bentley*, British str. 2,540. A. K. Tough, London and Singapore May 3. General.—GIBB, LIVINGSTON & Co.*Chikuma*, British str. 1,350. J. V. Sidford, Manila May 4. General.—BUTTERFIELD & SWIRE.*Tanaka Maru*, Japanese str. S. Takano, Melbourne and Manila May 10. General.—Y. N. K.*Kasur*, Norwegian str. 942. S. Folk, Munk, Saigon May 7. Rice.—CHINESE.*Fly*, Norwegian steamer, 984. Asnot, Bangkok May 1. Rice.—CHINESE.

## DEPARTURES.

May 12. *Freight*, for Tientsin and Weihaiwei. *Lycion*, for Shanghai and Yokohama.*Yokohama*, for Hongkong and Haiphong. *Nanyang*, for Hongkong and Haiphong.*Yokohama*, for Hongkong and Haiphong. *Nanyang*, for Hongkong and Haiphong.*Yokohama*, for Hongkong and Haiphong. *Nanyang*, for Hongkong and Haiphong.*Yokohama*, for Hongkong and Haiphong. *Nanyang*, for Hongkong and Haiphong.*Yokohama*, for Hongkong and Haiphong. *Nanyang*, for Hongkong and Haiphong.*Yokohama*, for Hongkong and Haiphong. *Nanyang*, for Hongkong and Haiphong.*Yokohama*, for Hongkong and Haiphong. *Nanyang*, for Hongkong and Haiphong.*Yokohama*, for Hongkong and Haiphong. *Nanyang*, for Hongkong and Haiphong.*Yokohama*, for Hongkong and Haiphong. *Nanyang*, for Hongkong and Haiphong.*Yokohama*, for Hongkong and Haiphong. *Nanyang*, for Hongkong and Haiphong.*Yokohama*, for Hongkong and Haiphong. *Nanyang*, for Hongkong and Haiphong.*Yokohama*, for Hongkong and Haiphong. *Nanyang*, for Hongkong and Haiphong.*Yokohama*, for Hongkong and Haiphong. *Nanyang*, for Hongkong and Haiphong.*Yokohama*, for Hongkong and Haiphong. *Nanyang*, for Hongkong and Haiphong.*Yokohama*, for Hongkong and Haiphong. *Nanyang*, for Hongkong and Haiphong.*Yokohama*, for Hongkong and Haiphong. *Nanyang*, for Hongkong and Haiphong.*Yokohama*, for Hongkong and Haiphong. *Nanyang*, for Hongkong and Haiphong.*Yokohama*, for Hongkong and Haiphong. *Nanyang*, for Hongkong and Haiphong.*Yokohama*, for Hongkong and Haiphong. *Nanyang*, for Hongkong and Haiphong.*Yokohama*, for Hongkong and Haiphong. *Nanyang*, for Hongkong and Haiphong.*Yokohama*, for Hongkong and Haiphong. *Nanyang*, for Hongkong and Haiphong.*Yokohama*, for Hongkong and Haiphong. *Nanyang*, for Hongkong and Haiphong.*Yokohama*, for Hongkong and Haiphong. *Nanyang*, for Hongkong and Haiphong.*Yokohama*, for Hongkong and Haiphong. *Nanyang*, for Hongkong and Haiphong.*Yokohama*, for Hongkong and Haiphong. *Nanyang*, for Hongkong and Haiphong.*Yokohama*, for Hongkong and Haiphong. *Nanyang*, for Hongkong and Haiphong.*Yokohama*, for Hongkong and Haiphong. *Nanyang*, for Hongkong and Haiphong.*Yokohama*, for Hongkong and Haiphong. *Nanyang*, for Hongkong and Haiphong.*Yokohama*, for Hongkong and Haiphong. *Nanyang*, for Hongkong and Haiphong.*Yokohama*, for Hongkong and Haiphong. *Nanyang*, for Hongkong and Haiphong.*Yokohama*, for Hongkong and Haiphong. *Nanyang*, for Hongkong and Haiphong.*Yokohama*, for Hongkong and Haiphong. *Nanyang*, for Hongkong and Haiphong.

## WEATHER REPORT.

On the 12th at 10.30—A depression lies to the south of Hakkaido. Pressure has increased moderately along the east coast of China, but decreased slightly along the south coast to Cape St. James. It is now stationary at Hongkong.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

Forecast for the 24 hours ending at noon on the 13th May.

1.—Hongkong to Cap Rock: E. winds moderate to light gale.

2.—Forness Channel: N.E. winds, fresh.

3.—South coast of China between Hongkong and Lannocks: The same as No. 1.

4.—South coast of China between Hongkong and Hainan: The same as No. 1.

## POST OFFICE NOTICES.

The Service to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

Correspondence addressed to enemy subjects in China, Siam, Liberia, Portuguese East Africa, Persia and Morocco cannot be transmitted.

Ships in communication with Cape D'Aguilar Radio Telegraph Station:—*St. Albans*.

Inward Mails.

Europe (London 10th April, via Siberia), *Chiyomi*, 12th May.Mails will close for:—*HOIHOW & HAIPHONG*.Per *Hongkong*, at 9 a.m. on Saturday, the 13th May.*SWATOW & BANGKOK*.Per *Halia*, at 9 a.m. on Saturday, the 13th May.*STRAITS, BURMAH & INDIA VIA OALCUTTA*.Per *Amoy*, at 11 a.m. on Saturday, the 13th May.*STRAITS*.Per *Kowloon*, at 3 p.m. on Saturday, the 13th May.*PHILIPPINE ISLANDS*.Per *Tuenan*, at 3 p.m. on Saturday, the 13th May.*HOIHOW & HAIPHONG*.Per *Zakouan*, at 3 p.m. on Saturday, the 13th May.*BATAVIA, SAMARANG, SOERABAYA & PORT MORESBY (via BATAVIA)*.